

FEBRUARY 24 2016

TO: City of Saint Marys Planning Commission, Planning Director, Saint Marys Town Council, Saint Marys Industrial Development Authority Mayor John Morrissey.

RE: REZONING OF 1000 OSBORNE ST SAINT MARYS GA 31558

Relying on the citys planning commission and Town councils decisions and approvals for the present mixed use development ,plan prepared by THOMAS & HUTTON for 3000 unit residential mixed use development. 250,000' of commercial space and a Hotel to be built. Our Company has purchased property's on Saint Patrick St ,Gallop st ,Wheeler rd ,Seagrove Rd Point Peter and downtown Saint Marys proper .I am not alone many of us are the newly arriving are we here only on account of that past decision . We manage the St Marys Flea market [www.stmaryfleamarket.com](http://www.stmaryfleamarket.com) . We love this Town. Over the past 10 years We have struggled with unaddressed drainage issues hazardous Sulphur cars parked 30' from our residents and have endured tractor trailer traffic for the trans loading of HAZMAT by Trucking Companys out of state namely Tampa Florida that have been using the Saint Marys Railroads transload point a few hundred feet away from toddlers playing in the Childrens playground on the southside of W. Gallop St. This is what you get when you zone Industrial . I would like invite you to come down to W. Gallop St and Finlay St to meet the children walking to Saint Marys Elementary School from Hickory Plantation Apartments enroute to the bus stops on Osbornes St. Of particular enlightening is a young boy his name is Raymond around age 6 . These children are the furure of Saint Marys .They are my neighbors and they are affraid .

In response to your public imput and comments for rezoning of ,REZONE Criteria Sec 10 points we submit this for your review 110-185(d)

#1 REZONING to Industrial is NOT a logical extension of a zoning boundary and it WOULD NOT improve the pattern of uses in the general area . Example it would adversely effect all propertys on the North River especially Cumberland Palms Development which in good faith they invested in the development with the Citys Planning Blessings not limited to residences but recently installed docking facilitys .This proposed zoning would destroy family life and peace for residences Finley St ,Saint Patrick St .Wheeler St and both sides of the rail way of Gallop St .My estimate is you have 35 residences roughly 80 residents some with children, some infirmed peacefully residing in this enclave at this developments access points . Public presentations by the representative for the trustee were inconclusive and undefined ,ambiguous have no merit or concrete supporting documentation. Unanimously supoorted with the exclusion of the City of Saint Marys Rep who was not present by the CCJDA which is being relied upon is not in the business of encouraging tourism hospitality or marketing residential mixed use developments or Hotels or destinations of public good . The proposal is based on the Trustee acting for the benefit and at the direction of the main or majority creditor ASM Capital to minimize risk ignore cleanup cost and orders not being enforced by state or city and to carry on with the business of depreciating all financial standings o the hard working and honorable past Mill Workers as this is what Bankruptcy courts and trustees specialize in. Leaving the unmitigated

dirt with the residents of Saint Marys and which can be historically proven by the all real estate professionals listing the property and have been marketed it exclusively as a Industrial Site contrary to as zoned on the CCJDA public website . This rezoning proposal will deter residential real estate transactions along the North River and Saint Marys in general .The obtrusive adverse effects of rail and truck traffic has not been defined at all.

2.The request to rezone to Industrial Barge port IS a illogical request as there are many citizens with children living on and around access points Rd Saint Patrick St and Finlay St and gallop street that have been marginalized and forgotten in this process. No protections for these citizens Which will lead to further deterioration and blight to these neighborhoods .A zoning change to Industrial would magnify blight in midtown Saint Marys and arrest any future of commercial residential development '

3.Spot Zoning has already taken place along Meeting House Rd in which the trustee has sold parcels with local politicians assistance and influencing with zoning concessions henceforth driving down value of existing commercial enterprises in the immediate neighborhood of this development. To rezone this as Industrial will decimate values of all existing Industrials lands and there are many in Saint Marys contrary to outdated map provided. If you look into our master vision workshop plan there is NOTHING about adding or wanting more industrial property to fulfill the unmet demands .. Adversely Effected areas: All the industrial property across from the proposed site , in and around the Saint Marys Industrial Park -Police station .Industrial Lands owned and not properly marketed effectively by the city's Industrial development authority North of the Airport The Brownfield legacy as it has been referred to is the responsibility of the beneficiarys which has been represented as ASM Capital of Old Weed and Ready Inc .For the city planner to comment publicly that it is not a concern is wreckless.The vision of this community is to keep the charm.There is a unmet need for senior housing .The map provided to the public does not truly identify industrial lands in Saint Marys .To think that there is a unmet need for industrial lots along Osborne St Mid Town is short sighted The access roads by truck go right through the heart of 2 residential neighborhoods one of those neighborhoods hasn't even sufficient sidewalks as mentioned above for children's and pedestrian's safety. The 3rd access point in the Railway with families on both sides of it with children

4. BARGE PORTS Across our waterway on the Saint Marys river one barge a every weekend loaded with Sodium Hydroxide deliver chemicals to to Rayonier. This is the chemical used to dissolve wood that one barge is the equivalent of 80 -20 ton truckloads , or for math purposes 80 rail cars obnoxious . This is the Industrial Barge Port industry , I contend we dont need these barges creeping in and out of the North River? The altenative is to send 80 returning truck or 160 visits. Rayonier prefers limiting the risk themselves at the risk of the Saint Marys River . There source for Sodium Hydroxide is JAXPORT To use roadway data from Brunswick GA PORT authority is without merit . Osborne St has a middle school and a public library along with a Water Park for children frequented by local and Navy Moms in SUVs in a rush to get home to make lunch. Osborne Street t is NOT Heckshier Blvd at JAXPORT . .Truckers to the Fernandina plant wood pulp plant cant be compared to Industrial barge port trucking Using information provided by planning Fernandina has 438,000 trucks running up and down on AIA . They dont have a 720 acre BargePort but they do have Industrial parks on AIA with minimal absorbsion .

I would like to reserve the right to submit documentation at a later time publicly on the adverse effects of rail and semi-truck traffics port related with the real #s from NEW YORK,BALTIMORE,SAVANNAH,GAPORT/JAXPORT. PORT OF MIAMI

The GA PORT Brunswick by the city's input has 399,000 trucks running up and down Highway 17 ask yourself this 36 ton semi trucks all day on Osborne St We have a lot of kids living behind North of Osborne st and access road are perilous without semi truck traffic .Osborne Rd was not designed for truckers with deadlines . Residences on both sides of Gallop presently live in danger of Chemical spills Sulphur cars . Shadowlawn homeowners will also be effected by nuisance and depressed values by this development . The Railway or its sub leased rail operators are presently in non compliance with all the sulphur cars within 300' of homes The railway is a legitimate argument on abutting impact . I contend it about the largest hazardous waste storage facility on the east of the United States. no proposed development regulation order could deter such a deadly risky practice railroad men have lobbyist and lobbyist write federal laws protecting rail roads A shift to Industrial WOULD overburden existing roadway's into Saint Marys not limited to truck traffic at that deadly intersection Exit 1 .The trucks would find the short routes and , barrel past Saint Marys rd Osprey Cove and Coleraine Rd included Truckers have deadlines.This is a most sensitive topic but for those who remember this community has had tragedies where pedestrians have lost lives by Industrial Truck Traffic Finlay St . Whos in charge of Company Towns , The Company or the Town ? It is short minded at minimum to compare 3800 potential citizens residential shoppers paying real estate taxes on up to a value of a 1 Billion Dollar residential mixed use development using public utilities buying groceries going to movies and supporting health care jobs families visiting in hotels buying homes shopping in the downtown shops etc from the Landmar/North river development as outlined to 3400 truck drivers driving 24 wheel semis lugging 36 tons of who know what on their way to and from this industrial site .

##### 5.Population Growths;

This information is incorrect .the true numbers will show the breakneck residential commercial mixed use development in North Duval and Nassau county with New hospitals and retail and railside Industrial parks with very low absorption rates . Nassau County has NOT flatlined Saint Marys Ga was voted one of the best towns to retire in in the USA. And just take a look at Hospital expansion Senior housing projects in Saint Marys with waiting lines. According to public records from realtor.com in the past 30 days at zipcode 31558 30 properties have changed hands at that rate 360 homes are selling . Not just the 37 annually as units as represented by the city planner recommendations to rezone, these numbers do not represent private transactions that presently occur these numbers will continue to support residential mixed use and age 55 plus development.

A good residential Example is a 8M senior living development under construction west of Saint Marys on Gross Rd it will create 1.5M annual payroll. Transport Truckers may contribute a few cents to fuel tax for city they won't hang around they have places to go . I contend this development will impede and depress furthermore residential development in Saint Marys..The Saint Marys IDA does not have a vision or a plan on what to do with its present inventory of Industrial land. To bring or project expectations of growth and distribution or greentech manufacturing jobs all you have to is look in midtown Saint Marys The KRAFT bag plant there we have in this city a 450,000' Industrial warehouse building with 50 acres that has 2 rails entering into it that can't be fully tenanted brings real serious questions to Industrial Demand. The majority tenant GEORGIA PACIFIC is owned by 2 of the smartest men in America ask them why it is cost effective to have trucks come up from JAX rather than to rail down

and out . You cant put a stake in the heart of downtown Saint Marys and add 1,241,000 annual truck traffic that's 3400 X365 truck runs back and forth using the developers number 3400 on Osborne St with children At the cost of the citys future and public safety. .I see a big asphalt company covering a lot of unaddressed expensive engineering paid to professional engineers with remediation as the objective and sweeping the dirt under it permanently to leach into our potable water supply asphalt oils included on a speculative Industrial Barge Port supported and a handful of local politicians mystery politicians from Atlanta . To argue that we have very few conforming but many non conforming Industrial propertys on Osborne and we really need more Industrial on Osborne really puts an arrow into Tourism deterring day trippers permanently visits to ferry to Cumberland island and shopping in the Old City as represented by the Citys of saint Marys planner. Tax revenue to the City provided by the Industrial developer to the City upon buildout is \$2.5M. that's not attainable # if you studied this industry LANDLORD PORTS and thats what this is you will find that JAXPORT/ GAPORT with its awesome infrastructure direct CSX/Norfolk Rails does not charge real estate taxes at all. Ask your self this question why would a company come here to pay real estate taxes to the City and County when its free 24 minutes south of us at JAXPORT. Which puts in question feasibility and marketability or the durable competitive advantages . The Rayonier Corporation has more industrial land zoned with infrastructure in with incentives and true rail and unzoned but ready sites than could be possibly absorbed within 100 years .The Pellet export business in Europe only remains viable on account of the 30% European subsidy . It cant last forever Poilcys can and will change .

6. Options WILL be limited as past, planned and future public facility's will be adversely effected. Great efforts have gone into green space preservation development of the Gilman Boathouse I contend is still sound and don't forget the loss of 3000 tap fees and utility users that will be contributing to tax base if a senior or mixed use developer had development rights to control of this site ..There WILL NOT be any domestic flows of water use on this industrial site . Certainly rising flood zones and stability of onsite runoff which has a existing discharge license directly into the North River is lets just say not good for all wildlife and certainly not good for all recreational fisherman and boaters ..There have been major fires as of recent in Brunswick at the GAPORT authority facility and we have Residential homes that abut this property .

To change the zoning from mixed use residential to Industrial with regulations imposed and monitored by the state for wood compost landfill to opens a door for more ugliness and alternative uses on the waterfront .

7.Imagine sailing a sail boat up the North River with a 100' Derrick above your head and barge in front of you with containor stacking facilitys some go as high as 14 containors In reviewing Port publications 15% of all containers contain hazardous materials. Its not a good fit when onsite water discharge from this site is already permitted into the North river with and into a Manatee protection safety cages.100' derricks in the air are obtrusive to this Historic Towns general nature what is more alarming is what what gets discharged from runoff into our pristine Cumberland island gateway . there is much supporting documentation on the ill effect of Waterfront industrial zones There should NO hazardous or toxic materails at all on that site with our sensitive coastal environment and high water table.This city already has a alarming problem with potable water see recent press release by the City of saint marys water dept I cant comprehend the verbage to add such intrusive substances to the Saint Marys waterfront . What we don't need in Saint marys is encouraging the addition contaminated sediments in our waterways .This is what you get with Industrial waterfront zones .

8. City Council has already approved this mixed use residential development site. No expense was spared by the City of Saint Marys including the construction and expansion of the city's sewage treatment facility at taxpayers' burden for its success. Landmark made a significant investment and the past entire sale and rezoning was orchestrated by the present Trustee and the same engineers THOMAS & HUTTON presently before you and the same local politicians that have already convinced the residents beyond a doubt that the Mixed use development was and is in the best interest of Saint Marys. This is a question you will have to answer yourselves. Who do you trust? To rely on a 23 year old OPINION NOT a True feasibility report should not be the deciding factor for a zoning change. The city of Saint Marys CANNOT say that an Industrial use is LESS RISKY? as outlined by the City of Saint Marys Planner. No State or local or county development agency has submitted any credible information on the establishment of jobs. Politics are all local. But this goes further this reaches to the state and the railway and the river. Public Ports and more certainly private ports have a history as the most corrupt Industry in the World. There is an absolute abundance of real estate in Camden County available for manufacturing and much already on rail certainly 1000s of acres of rezonable timber land is available on the west side of Route 17 rail front enroute to the SpacePort North Camden. The developer has failed in proving the case that this property holds great promise and has durable competitive advantages for the future. Our durable competitive advantage is in our beauty. The CCJDA and the City of Saint Marys IDA have not defined or demonstrated how with all the present industrial assets at our disposal not in use that another 720 acres of industrial land will be absorbed.

The decision to REZONE this can not be based on the political will or the creation of a few more public jobs or another giveaway or influencing a few citizens for a benefit of a few on Meeting St. To invite Barges into our naval defense lines doesn't reflect our commitment and passion to be shoulder to shoulder with our great neighbor The United States Navy

9. Tax values will most certainly be effected. Every lot on the North River certainly all the residential and industrial properties in and around the access points will go down and value and property along midtown Osborne will be even more depressed and residential buyers will opt to move elsewhere if it comes down to waiting at a rail road crossings and being sandwiched by 20 ton 24 wheelers on Saint Marys road and Osborne st

10. The real estate market has changed and baby boomers and retirees love Saint Marys. The Chamber of Commerce and city planners should rally around incentivizing and attracting big mixed used developers to this County. The owners are not in the business of seeing it sold as mixed use. The exporting of our natural resources to outside countries should always be a alarming concern. Strip our resources for other counties to benefit the 1%. You have a beautiful Town here I would ask that you deny the rezoning. I question any and all local politicians and authority's in there motivation to see this rezoned. A private landlord port as proposed is an invitation for anything goes. Homeland Security does not support ports in the hands of private landlords It was said by a local politician that we should stay out of who owns it or who they sell it to. American port security is vital.

Suggested Conditions:

1 .If zoning change is granted by present planning commission and Town Council it should be contingent upon the trustee and the optionor and the main creditor should negotiate to purchase at fair market value all residential property's both sides of W gallop street and Finlay St and construct a protective wall with air and dust monitoring by the childrens park on south side of Gallop st . In Florida if a developer wants to redevelop a mobile home park, a residence relocation fee shall be established for tenants by developer .These families some with Children will have no place to go and will be most effected. Most of these residents are afraid to go to the public with there concerns as they have been minimized historically in this Town. These property's will have little or no value after the zoning change .

The public has had very little time to review the city's input. Im a businessman that has to work and pay taxes forgive me for typos and incorrect diction

There will be many amongst you wont like what to say ,but I can not remain silent , I speak for my neighbor's the children and my wife and son that I love .I can be found at my office at the Saint Marys Flea Market 207A Saint Patrick St Saint Marys GA 31558

"Come on down you never know what you may find "

Respectfully Submitted.

Danny O'Sullivan 1-912-882-0009